ALLEGED FRAUD IN IDAHO LAND

four Affidavits Back of laquiry.

Placed in President Roosevelt's Hands and Investigation Ordered.

Msclosures More Widespread Than Those in Oregon Possibly May Be the Result.

WASHINGTON, Jan. 8.—Extensive land frauds are now under investigation in Maho, and, from statements made by ofetals here and men from that State, diselegates of illegality more far reaching man those in Orogon are likely to be

Rumors have been in circulation involving important persons in Washington, but eater Dubois made the positive statement that no important Washington sames were included in the affidavits, of that the only persons mentioned, so far as he knew, were in Idaho,

Four affidavits now in the President's ands charge that a syndicate is in exptence in Idaho, created for the purose of acquiring by illegal means timr lands from the Government. They wil of the methods adopted by the syngeste in its operations, and false entries. he same as those charged in Oregon, are semed as the means of acquiring the

estigation had not yet been completed, and on this account he could not talk or the charges. The papers filed with inchenck, who sent a special inspector s idaho to make the investigation now

The persons named in the affidavits are W. F. Kettenbach, president of a trust empany; George H. Kester, cashler of a tank, and Clarence Robnett, all of Lew-gron, Ida. It is said in the affidavits that never than a million dollars, worth of land his been wrongfully taken from the Gov-erament by means of false crivics. It is said that men have been brought into the Site whose expenses were paid to take up the land under the law and hold it said the timber was cut away. Then he slieged homesteaders would suddenly

he affidavits were forwarded to Sena. the affidavits were forwarded to Sena-ber Dubots by a personal friend. He of-fired the affidavits for what they were with calling attention to the well-known meditions which existed in Idaho in con-section with timber sales, and asking that is take the matter up personally and see through.

ation and occupation e in conformity with igh the same operations again the far Western frauds the syndicate usht and bribed right and left, and it alleged that in Idaho it also atopped nothing to gain the desired ends.

Yellow Fever in Panama.

Yellow Fever in Fanama.

WASHINGTON, Jan. S.—The public lealth and marine hospital service has sen advised by its representatives at Fanama that between the first and Demander II, there had been three cases of plow fever in that city. None of the extreme the service of the se

CATARRH OF THE STOMACH

A Pleasant, Simple, but Safe and Effectual Cure for It.

Catarrh of the atomach has long been traidered the next thing to incurable. The usual symptoms are a full or bleatby sensation after eating, accompanied setimes with sour or watery risings. a fermation of gases, causing pressure or be heart and lungs and difficult breathbe headaches, fickle appetite, nervouses and a general played out, languid

There is often a foul taste in the mouth, cated tongue and if the interior of the Mamach could be seen it would show a

Carnegie Offers Aid OLD STATEHOUSE to Franklin Institute

Willing to Duplicate Fund Left in 1790 by Benjamin Franklin, Now Held in Philadelphia.

PHILADELPHIA, Jan. 8 -Andrew Carnegle has intimated to officials of the Franklin institute that if they can secure the Franklin fund, in the hands of the

the Franklin fund. In the hands of the Board of City Trusts now, he will duplicate the amount so acquired, as he did in the case of Franklin union of Boston. The fund here amounts to about 115,000. The Franklin fund is one thousand pounds left to the city of Philadeiphia to the will of Dr. Franklin in 1790, to be used in making loans to young married artificers under 25 years old, under certain conditions.

While there has been any number of applicants yearly for aid from the fund, none of them for many years has been able to comply with the terms of the will the apprentice system of learning trades having been abandoned years ago. Therefore no loans for that purpose have been rade for years.

Acting under a chause in the will the Board of City Trusts voted a portion of the fund to the Fairmount Park commission for the purpose of creeting an art gallery. City Councils having failed to comply with a prevision in the will, the money has not been utilized.

DID EVE EAT THE APPLE?

Warm Debate on Important Question by New York Woman's Club.

NEW YORK, Jan. S .- At a tomultuous session of the Legislative League of Club Women at the Murray Hill hotel Thursday afternoon the mythical apple made famous by Eve went the way of poor old Santa Claus and also the old, old tale of fire and brimstone which once gave delightful shlyers down the spine in the days when there were no club women to enlighten the minds of youth—and old

age.

Mrs. Lillie Devereaux Blake was authority for the statement that that good old pippin was no pippin at all, for that matter, not even a greening, but for the sake of the feelings of biblical students because today whom she did not care

sake of the feelings of biblical students present foday whom she did not care to have think she was a heretic, the famous suffragist admitted that the historical mother of all creation might have partaken of a quince, or mayhap, even a peach—but an apple, never.

The tumult, which was precipitated by Mrs. Blake's latter-day attempt to laugh to scorn these legends was caused by a paper which Mrs. Albert Johnson read on "Women and the Spirit of the Times."

Mrs. Johnson said that Mother Eve certainly ate that apple, and that there was tainly ate that apple, and that there was no proof extant that she did not eat the core and &ll. Mrs. Blake, however, took the floor and

said no-most emphatically no. And the fight was on.

As is usual in club affairs of the kind, there at once arose factions, some of them willing to swear that the whole historic family existed on apples, fresh or preserved in fifty-seven varieties, from apple butter to apple jack, if their leaders gave the word, while there were still others just as velicenced in their denials that the first family was ever addicted to anything but health foods.

Ice water was brought in and a house physician called to attend the exhausted combatants and peace was finally restored, at least in a measure, so that business of the league could be resumed. said no-most emphatically no.

Inward and Outward.

inward effects of humors are worse than the outward. They weaken all the organs, inflame the mucous membrane, cause catarrhal troubles, and endanger the whole system.

Hood's Surmparilla eradicates all humors and cures all their effects.

It's the great alterative and tools

It's the great alterative and tonic medicine whose merit has been every-where established. Accept no substitute.

OYSTERMEN ON ICE FLOE.

Seventy-Five Narrowly Escape When Gale Breaks Pack.

SATVILLE, Jan. 8.-Swept from shore on an icefield by a northeast gale seven-ty-five oystermen narrowly escaped death in Great South bay, as the flore broke to small fragments under the action of wind and waves and drifted rapidly seaward. The men were caught by the audden parting of the icepack from the mainland, which occurred so quickly few of them had time to run a dozen yards ere they were adrift. Cries for help came from them, only to be hurled back by the gale. Their plight was seen from the shore, and in a few minutes a flottlia of small boats was dashing toward them. It took almost a half hour to rescue the men, one by one, from the lee, which meannime was breaking so fast that several of the castaways were thrown into the water and barely were saved from drowning.

The gale that menaced the dystermen proved a boon to big shippers, for it gave promise of clearing the bay sufficiently for the employers to get men to the offshore beds, and so fill orders for binepoints that had accumulated for thirty days. The bay had been frozen against general traffic for a month, handicapping the shippers treastly. Orders from American and European dealers remained unfilled, and the shippers lost thousands of dollars on this account.

Mountains of ice were piled on the lee-ward shores and the grinding of the floes was audible at long distances. small fragments under the action of wind and waves and drifted rapidly seaward

DUKE AND WIFE QUARREL.

Gossip Says That the Marlboroughs Are Having a Little Tiff.

NOW A STATION

Historic Landmark Put to New Uses.

Quaint Structure Utilized for Passengers of Subway.

Building Occupied by Royal Governors Under the Three Georges in Colonial Days.

Boston's latest step in the march of modern progress. of modern progress, the opening of the East Boston tunnel as one more extension of the city's remarkable trans. portation system, is the means of preserv. ng one of the last of the Puritan capital's famous historical landmarks the old Statehouse at the head of State street, where it touches Washington street. The lower story of this quaint old structure has now become a great underground passenger station for the tube under the harbor by which the rapid transit lines of

a new interest, in regard to the total number of passengers accommodated. The Park street sithway station alone, the sustest of all of Boston's "depote" though if only moderate physical dimensions, anks third among the railway stations of he world in the amount of fraftic handed, for it is used by more than \$1,000,000 copils a year, being surpassed in the volume of business done only by two in London. On an average \$6.00 people take or ave cars, or transfer from one car or nother at Park street on every week day the three hundred and sixty-five.

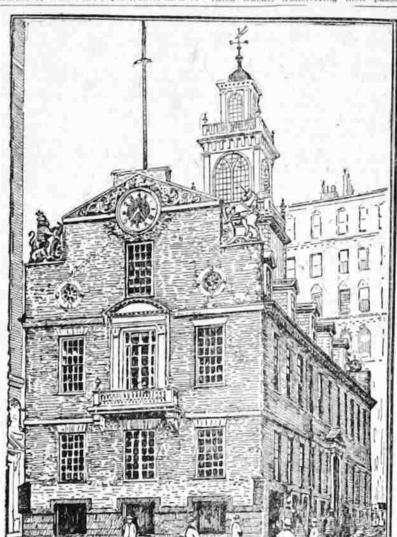
Clearing-Houses of Travel.

Clearing-Houses of Travel.

Notable also because of Travel.

Notable also because of the amount of their business, and particularly because they differ from anything else in the country, are the two great termin! of the present elevated lines which extend north and south from the Subway, by means of which their tracks are carried through Hoston's congested district. These two great clearing houses of travel constitute in effect central stations at which converging lines of surface cars connect—for the most part on the same elevated level—with elevated trains.

The terminal at Dudley street, in Roxbury, particularly, presented peculiar engineering difficulties which it needed from the different directions, while the plan of the streets in the neighborhood is full of perplexing irregularities. In the final solution, the elevated structure was carried around a loop and through the middle of the trainshed, while the surface lines were brought up to the level of the elevated tracks by rather steep inclines and turned in loops which bring the cars alongside the station at broad platforms. By this arrangement free transfers between elevated and surface lines are given here without check or ticket of any sort; the passenger simply leaves one car, crosses the platform and boards mother. All the trolley lines, however, do not run to the upper level, as it is necessary to provide a generous surface car service in Washington street. The surface trolleys pass under the elevated tracks, transferring their passen.



BOSTON'S OLD STATEHOUSE

Through the Lower Story of the Historic Structure, Built in 1713, Are the Entrances to the Devonshire Street Station of the Newly Opened East Boston Tunnel.

the island suburbs of East Boston and Winthrop have just been connected with the elevated, subway and surface car systems of the mainland.

Probably no building in the country has older or, in a certain way, more important historical associations than this. As is told on the two brough the end of the ground floor of the building to give entrance to the underground car lines, this was, in 1634, the site of the public market place, here, in 1657, was creeted Boston's first townhouse, which was burned in 1711 and replaced two years later by the present building. The Great and General court and the royal Governors under the first three Georges occupied these quarters while Massachusetts had a colonial government, in them John Hancock was laugurated first Governor of the commonwealth in 1780, and the State's General court sat from then until 1798. From 1830 to 1830 the city government was in possession, and in recent years the upper part of the building has contained the collections of the Boston Historical society, as it will continue to do.

East Boston Tunnel.

Are Having a Little Tiff.

Are the condition.

Are cure for this common and obsting the condition of the condition.

The cure for this common and obsting the condition of the c

gers by check to the upper platforms from the street level where tloket offices and turnstilles, together with a large waiting-room, make up what is practically a sectord station on the surface grade.

Even larger and busier than the Dudley street terminal is the huge station at the opposite end of the "L." in Sullivan square. Charlestown. In magnitude this, with its daily quota of 20,000 people, with 60s elevated trains and nearly 2000 surface cars entering and leaving every twenty-four hours over eleven tracks on the elevated leves—which has incline approaches for the trolleys, as al Ludley street—and four beneath, certainly stands favorable comparison with the unless steam road station of any American city of what the remains bureau calls the second class. Indeed the resemblance to a great steam railroad station is most striking. The trained is a vaulited with sizel girders and lighted with high windows and a roof of glass, and the elevated trains enter through a wide brick arch trimmed with light stone, while "dead-end" tracks of the various surface lines are designated

Largest in the World.

Besides these great rupid transit terminals Boston possesses two large steam railroad stations, one of which, the South Terminal takes runk as physically the largest in the world. The other, the largest in the world. The other, the North Union station, held that distinction when it was built, elevel years ago and still ranks among the very largest, it is the South Terminal, however-occupied by the New York, New Haven & Hartford railroad, and the Boston & Albany, now one of the New York Central's lines—that gives visitors coming to Boston from a distance a realiting sense of the magnitude of public improvements here. The trainshed has a length of two feet, a height of 112 feet and a width of 50 feet. Beneath this ample roof four miles of tracks are stretched—enough to hold at one time cars seating 25,000 passengers. More than 2006 cars pass in and out over the station's twenty—eight tracks every day, carrying above 25,000,000 passengers a year—about the same number as those accommodated by the smaller North Station and twice as many as use the Grand Central in New York, where the New Haven road has its other terminal. The average number of trains in the ninsteen operating hours of each day is upward of 200 in the winter and still larger during the summer season. No other station in the United States handles so many trains, and but two in the world surpass it, both in London, while none anywhere even approaches the terminal's physical size—it has a vard surface of thirty-five acres, of which thirteen acres are under roof.

Nor is its size the only striking feature of this great traffic exchange. It has a unique, twe-story, or a level with the street, is as yet in use, but below this, in what may be called a basement for want of a better term, is a great loop intended eventually—when some satisfactory substitute for the present type of coal-burning, smoke-producing locometive is found—(take care of the tramendous tide of suburban travel that flows through the station each day. Besides these great rapid transit ter-ninals Boston possesses two large steam allroad stations, one of which, the South

No Sweatshop or Human Hands

To make it unclean, but a strictly san-ltary bakery and modern machinery make Royal Bread absolutely pure and wholesome. Our crown label on every loaf. At all grocers.

NEW CRAFTS FOR NAVY.

Four New Warships, Finest of Their Class, Ready for Duty.

WASHINGTON, Jan. 8.-Four additions will soon be made to the United States navy, three of them being the finest and strongest vessels of their class. The Colorado will be placed in commis-

sion at the League Island navy yard on January 10, with Capt. D. Kennedy is command.

The West Virginia and Pennsylvania will not be far behind, and will be commanded by Capts. C. H. Arnoid and Thomas McLean, respectively. The torpedo boat Nicholson will soon be placed in commission at the New York yard with Lieut, W. S. Miller in command.

Serious Stomach Trouble Cured.

I was troubled with a distress in my stomach, sour stomach and vomiting spells, and can truthfully say that Chamberlain's Stomach and Liver Tab. lets cured me.-Mrs. T. V. WILLIAMS. Laingsburg, Mich, These tablets are guaranteed to cure every case of stomach trouble of this character. For sale by all leading druggists.

IN THE DISTRICT COURT OF THE United States for the District of Utah In the matter of John Henry Clark, bank-rupt. No. 696 in bankruptcy. Petition for

In the matter of John Henry Clark, bankrupt. No. 666 in bankruptcy. Pelition for
diecharge.

To the Honorable John A. Marshall.
Judge of the District court of the United
States for the district of Utah: John Henry Clark, of Salt Lake City, in the county of Salt Lake and State of Utah,
in said district, respectfully represents
that on the 18th day of January last
past, he was duly adjudged bankrupt
under the acts of Congress relating to
bankruptcy; that he has duly surrendered
all his property and rights of property. bankruptcy; that he has duly surreinfored all his property and rights of property, and has fully compiled with all the requirements of said acts and of the orders of the court touching his bankruptcy. Wherefore he prays that he may be decreed by the court to have a full discharge from all debts provable against his estate upder said bankrupt acts, except such debts as are excepted by law from such discharge.

Dated this 30th day of December, A. D. 1964.

JOHN HENRY CLARK, Bankrupt

ORDER OF NOTICE THEREON. District or Utah.

On this 7th day of January. A. D. 1905, on reading the foregoing petition, it is Ordered by the court that a hearing be had upon the same on the 24th day of ordered by the court that a hearing be had upon the same on the 24th day of January. A. D. 1905, before said court at Sait Lake City, in said district, at 10 o'clock in the forenoon; and that notice thereof be published in The Sait Lake Tribune, a newspaper printed in said district, and that all known creditors and other persons in interest may appear at the said time and place and show cause, if any they have, why the prayer of the said entire should not be granted.

And it is further ordered by the court, that the clerk shall send by mail to all known creditors copies of said petition and this order, addressed to them at their places of residence as stated.

Witness the Honorable John A. Marshall, Judge of the said District court, and the seal thereof, at Sait Lake City, in said district, on the 7th day of January, A. D. 1996.

Attest: JERROLD R. LETCHER, (Seal of Court.)

Attest: JERROLD R. LETCHER, (Beal of Court.) Clerk.

DREGON

TIME TABLE

Dec. 4, 1904 ARRIVE From Orden, Portland, Butte, San Francisco, Cal-cago, St. Louis, Omaha, and Denver

From Ogden and intermedi-ate points From Ogden, Cache Valley, and intermediate points.... 11:55 a.m. From Ogden, Chicago, St. Louis, Kansas City, Oma-ha, Denver and San Fran-cisco

DEPART. For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis For Ogden, Portland, St. An-thony, San Francisco and Intermediate points

For Orden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco.. 1:10 p.m. For Orden, Cache Valley, Denver, Kansas City, Oma-ha, St. Louis and Chicago.. 8:45 p.m. For Oaden Cacne Valley, Butte, Helena, Portland, Ean Francisco and Interme-diate points

T. M. SCHUMACHER, Traffic Mgr. D. E. BURLEY, G. P. & T. A. City Ticket office, 3st Main street. Telephone 250.



COLORADO-UTAH SHORT LINE TO ST. LOUIS.

Through car, Salt Lake City to St. Louis and Kansaa City. Only one change to New York, Burialo and principal points East-low rates for sucumer travel.

Expected attention to indice and children

Especial attention to make and to dren.
Tourist sleepers through to Chicago, Boston and other points without change.
Two trains daily.
Inquire at ticket office, 163 Dooly Meck?
Salt Lake City. Any information cheerfully given.
H.C. TOWNSEND,
G. P. & T. A. Missouri Pacific Ry., St.
Louis, Mo.

The Lagoon Road Salt Lake & Ogden Railway.

Time Table in Effect Sept. 6, 1904.

LEAVE SALT LAKE, 6:30 and 9 a. m., 2:30 and 6:30 p. m.
LEAVE PARMINGTON AND LAGOON, 7:30 and 10 s. m., 4:30 and 6:30 p. m.
Extra trains at 11 a. m. and 1:30 p. m.
on Sundays and holldays.

A. D. PIERSON, Gen'l Pass. Agt. OFFICE 161 MAIN ST

HELLO, BILL!

When you visit Park City KEEP AWAY FROM THE CENTER SALOON

less you want first-class treatment and the best of everything. Youngbers & Perry, Proprietors. PARK CITY, UTAH.

TIME TABLE



DEPART. From Oregon Short Line depot, Salt Later For Provo, Leni, Fairfield and Nepht, Manti and points on Sanpete Valley Ry ...

*8:00 a.m. For Garfield Beach, Toocle, Stockton, Mammoth, Eu-relia and Silver City......

For Provo, American Fork, Leht Jush, Milford Friece, Callentes and intermediate points. *8:05 p.m. From Provo, American Fork, Leht, Juah, Milford, Frisco, Calientee and intermediate points.

From Frovo, Leht, Fairfield, Mercur and Sanpete Valley Ry points.

From Silver City, Mammoth, Eureka, Stockton, Topela and Garfield Beach.

Daily Pullman Buffet Steeping Car Service between Salt Lake, Milford, Modena and Callentes.
Direct stage connections for all mining districts in southern Utah and Nevada.

City Ticket Office, 201 Main Street. Telophone 250.

A Delightful Place to Visit. A Profitable Place to Live. .. 5EE...

Greatest Play Ground on Earth. Famous Places Which Everyone vest in a Ticket to CALIFOR-and Scoure Blob Dividends in ALTH PLEASURE AND

Mountains, Valleys, Rivers, Lakes and Ocean Reached by the Southern Pacific

Company's Lines For descriptive and illustrative literature call at No. 211 Main Street, Salt Lake City. D. R. GRAY, General Agent.

In Ehect October 9, 1904. LEAVE SALT LAKE CITY.

o. 10-For Heber, Provo and Marysvale Marywals

No. 162—For Park City 8:15 a.

No. 5—For Denver and Ecest. 8:55 a.

No. 5—For Ogden and West. 16:55 a.

No. 15—For Ogden and West. 16:50 p.

No. 2—For Denver and Eureka. 5:00 p.

No. 8—For Provo and Eureka. 5:00 p.

No. 11—For Ogden and local pts. 6:05 p.

No. 4—For Denver and East. 8:05 p.

No. 4—For Denver and East. 8:05 p.

No. 11—For Ogden and West. 11:40 p.

No. 112—For Bingham 8:10 a.

No. 114—For Bingham 5:00 p.

ARRIVE AND LANGUART

This is Our New Year's Resolution

DURING 1905 THERE SHALL BE NO OTHER SERVICE BETWEEN SALT LAKE CITY AND CHICAGO AND ST. LOUIS QUITE SO SATISFACTORY AS BURLINGTON SER

> Keep this in mind and whenever you are ready to go East ask me to produce the evidence



R. F. NESLEN, General Agent, 79 W. SECOND SOUTH ST., Salt Lake City.



This Beats Them All

50 DOZEN CLUETT, PEABODY & CO. SHIRTS, BOTH SOFT AND STIFF BOSOM, \$1.25, \$1.50 AND \$2.00

FOR 75C EACH

MONDAY AND TUESDAY.

J. WILL GRAY & BRO.

East Side—Under Electric Sign "Gray's."